



MOUNTAIN CYCLIST

LEADING THE PARTICIPATION OF MOUNTAIN CYCLISTS IN THE TRAIL COMMUNITY

APRIL—JUNE 2007

Disruptive Technologies and the History of Mountain Biking

By Joshua Moore, President

Cycling, like many other sports that rely on equipment and technological advances to improve performance, has become highly stratified. As a result, the types of terrain we want to ride on and where we want to ride has become highly diversified as well.

For comparison, look at the history of skiing. The first skiers found some lumber, attached some leather straps and shod the boards to their feet. That simply permitted them to slide along on top of the snow. The introduction of steel rails, bindings, stiff boots, and now shaped skis has greatly improved performance as well as made the sport accessible to many more people. Today, when you walk into a ski shop, there are cross-country skis, skating skis, and telemark skis. And then you have the downhill or alpine skis for moguls, powder, all mountain, slalom and so on. Downhill skis are not so great for cross country skiing and cross country skis are not so great for downhill or alpine ski slopes. Different skis perform better in different environments and skiers have definite preferences for their type of skiing and hence their equipment. Cycling is no different.

In 1817, Baron von Drais invented what many believe was the first bicycle: two same-size in-line wheels, the front one

steerable, mounted in a frame which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk. In 1870, the first highwheel bicycles appeared. These bicycles enjoyed a great popularity among young men of means (they cost an average worker six month's pay), with the hey-day being the decade of the 1880s [pedalinghistory.com/PHhistory.html].



Interestingly, the introduction of bicycles roughly corresponded to the introduction of paved roads in this country. However, bicycles became household items as early as World War I, whereas paved road miles greatly did not greatly increase until people moved into the suburbs and national defense

Swap Meet!
April 29th, 10AM
@ Cupertino Bikes
See page 11 for
more information

became an issue after World War II [hotmix.org/history.php]. One can surmise that the first cyclists were in fact "mountain bikers" and when road paving technology was widely adopted, this innovation created a new class of mountain bikers: paved road cyclists. Over time, road cyclists innovated and developed geared bikes, which in turn pioneered modern mountain biking.

In the 1970s, a group that became to be known as the Cupertino Riders took beach cruisers with their large, high volume tires and put high end road bike gears on them which made it possible to ride the bikes up hills as well as down them. This adoption and integration of different technologies was the birth of modern mountain biking. Similarly, in Marin, a group began racing cruiser bikes downhill. The best downhill technology of the day involved an internal drum brake that heated the hub

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Coe Epic Weekend May 12-13, 2007

By Paul Nam

Mountain bikers are invited to a Coe Epic weekend in the backcountry of Henry Coe State Park. This is a weekend of camping and festivity culminating in a running of the Coe IMBA Epic course established in 2002.

On Saturday there will be guided rides offered. Volunteer trailwork opportunities will also be offered. On Saturday evening, there will be a free BBQ. On Sunday, the main Epic ride will take place on a mountainous 20 mile loop. Optional smaller loops will also be guided. Guides will take you to grand panoramas, amazing swimming holes, demanding climbs, and exciting downhills.

Come to be among the area mountain biking enthusiasts and experience the magical backcountry of Coe. The ROMP Coe Epic is being held the weekend before the grand opening of the new Dowdy Ranch trail head facility. The Dowdy will officially be opened on May 19th. Experience first-hand the Epic scope of this remote corner of the park and perceive its potential as a riding mecca.

For more details see the flyer-insert in this newsletter, or ROMP.org.

Here are a few notes about the ROMP Coe Epic:

1. You need to be a ROMP member to participate. A ROMP membership costs only \$20. ROMP membership applications must be filled out and signed. One reason for the membership requirement is to satisfy our insurance needs for events like



this. Another reason is because we want lapsed members to renew, and to welcome new members.

2. The ROMP Coe Epic provides free camping, a sagged supported ride, a free BBQ dinner Saturday evening, and unusual access to the backcountry for the weekend. The ROMP Coe Epic will be worth more than the price of a ROMP membership.

3. The entire Epic route itself is a difficult 28 mile ride with 6,000 ft of climbing.

However there are shorter loops available for everyone.

4. Campstoves are ok. No personal campfires allowed. No dogs or pets are allowed. No

firearms are permitted.

5. There is very little poison oak on the ride, and it is all easily avoidable.

6. After hurting yourself, the biggest dangers are ticks and dehydration. Be careful!



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up to such high temperatures that the hub needed fresh grease after one trip down the legendary "Repack" fire road.

Today, advances in metallurgy and carbon fiber from the aerospace industry, and the adoption of shocks and disk brakes from motocross motor cycles have caused tremendous growth and segmentation of the mountain biking community. Technological advances have opened up market segments for cross country, single speed, freeride and downhill, trials, as well as big jumps and urban riding. Following is an examination of these types of riding, our bikes, our people, and the kinds of terrains we enjoy riding on.

Cross country style mountain biking is probably the most popular segment. This may be because just about anyone can get on just about any kind of bike and go for a ride on the flat, wide Bay Trail that runs fairly continuously from Belmont to Moffet Field in Mountain View. Unfortunately the history of ranching and logging in the bay area has left a network of steep ranch and logging roads that even intermediate cross country riders find daunting. I commend Santa Clara County Parks for their efforts to create trail networks that contain a number of contour line trails, and their unwillingness to simply adopt steep, unsustainable road beds as trails because it is cheap and easy. On the peninsula, generally speaking, we only see relatively strong riders because of the physically demanding trails we have. It is disappointing to see land managers not consider designing state of the art trail networks that can accommodate beginners and families in master plans that we will have for at least the next twenty years. The casual cross country rider is interested in having trails they can ride legally.

These casual riders don't really care if the trail is multiuse (any non-motorized use such as bike, foot and hoof), dual use (bike and foot), or bike only trail use designations.

There are a number of types of more serious cross country riders. Some folks enjoy racing, others enjoy all day epic journeys, and among them there are a number of folks who feel that all this new technology is not necessarily a good thing.



Barber Asphalt Company, circa 1910

Epic or endurance riders need huge trail networks in order to enjoy their all day outings covering fifty or more miles. Places like Henry Coe, Marin Headlands and Fort Ord stand out in our minds as (local?) destinations where these long rides are available. Endurance riders most strongly typify the rugged individual overcoming nature in pursuit of the American Dream. They are travelers pushing the boundaries of their comfort and ability. Endurance riders are proponents of opening all trails to bikes to form these great interconnected networks. They are similarly not so interested in what the trail use designation is. Many of our endurance riders have older bikes set up for some degree of comfort and reliability. The bikes and the practical, utilitarian attire of these riders is representative of their individuality.

The more serious cross country racers ride light full suspension bikes with 4 inches of travel in the rear usually with their seats higher than their handlebars. They wear tight fitting lycra shorts and

jerseys often in bright colors probably because they do most of their training on the road, although more and more cross country riders are adopting the baggy shorts of their free ride brethren.

The very nature of racing is to go fast, and the very nature of humans is goodwill and respect for others. Therefore, racers find themselves in an awkward situation – they need to practice their riding fast skills but there are not many places where you can ride

your bike fast, legally, and without endangering other nature lovers. Land managers put speed restrictions on trails to protect the safety of riders and other users of trails. Society has a long history of regulating drugs, taxes, representation and speed to protect us from ourselves and others. Few would deny that having laws and infrastructure is a good thing.

However, there should be a place on public lands for riding your bike fast too. Perhaps this should be permitted on some kind of bike only trail, or a multi-use expressway where bikers and equestrians can gallop if they see fit.

Winter riding conditions typified by water and mud cause rapid wear of moving parts, and for many was the impetus to long for simpler days and bikes without gears and the necessary cables. Single speed bike riders appreciate the simplicity of having one gear, but also the latest suspension fork technology. New riding techniques are required to be able to conquer the challenges of trail pitch and terrain without simply shifting up or down to find your maximum torque. To a lesser degree, riders of hard tails – bikes with only front suspension – or even rigid bikes – no suspension - or bikes with less than nine gears in the back also appreciate the simpler life. Less is more in their mind. In our society of abundance, going without somehow

Build New Singletrack Trails in Morgan Hill

Seeking 200 Volunteers

and 20 Crew Leaders May 5 & 6, 2007

By Patty Ciesla, v-o-cal Projects Director

ROMP members will join Volunteers for Outdoor California to help build 3 miles of new trails at Coyote-Lake Harvey Bear County Park in Morgan Hill on May 5 & 6, 2007.

V-O-Cal is recruiting 200 volunteers and 20 crew leaders. ROMP members will help be a

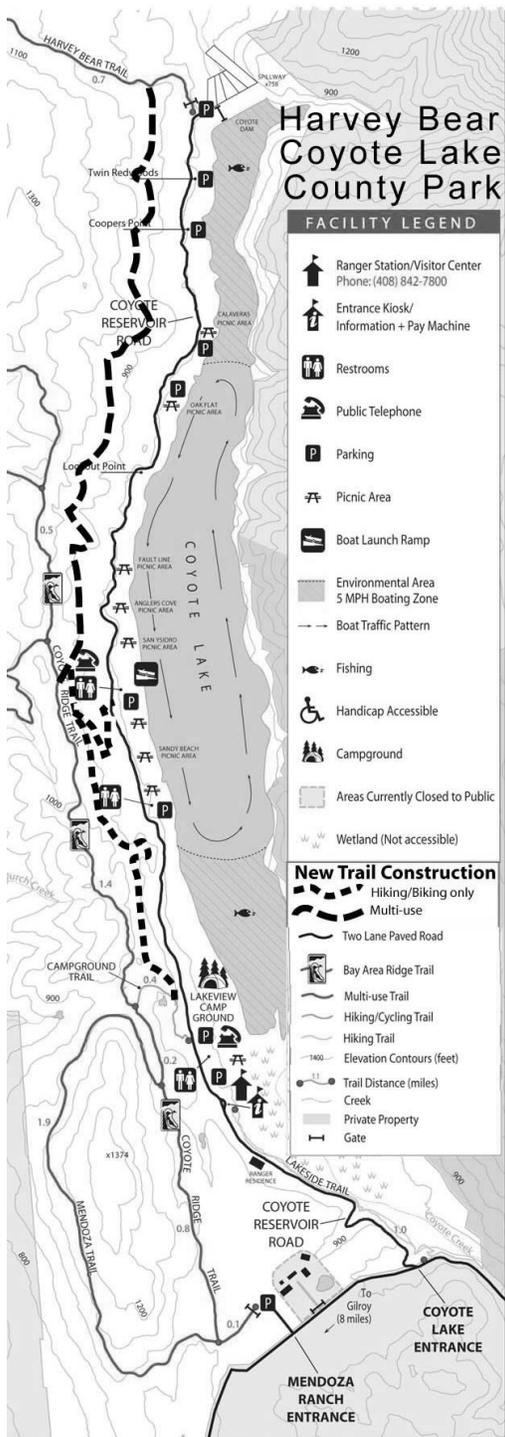
part of making this amazing weekend awesome by becoming V-O-Cal crew leaders as well as volunteer trail workers. ROMP encourages everyone who would like to participate to contact V-O-Cal and sign up at www.v-o-cal.org

The trails will overlook the lake on the north side of the ridge and course through shady stands of oak, buckeye and bay trees and along sloping meadows of grasses and wildflowers.

One mile of new hiking/biking singletrack will connect the Campground Trail near Mendoza Ranch to the parking area at the boat launch. We will build this section by hand to a 4' width. An additional 2 miles of multi-use trail will connect from the Ohlone Trail to the dam. This section has been rough-cut with a trail machine; we will do the finish work and armor the stream crossings. When combined with 13 miles of multi-use fireroads in the 4500-acre park, these narrow trails will connect several fun loops so you can get in a great ride.

Please join us for an amazing weekend. V-O-Cal's unique method of supporting large scale volunteer projects with a cadre of trained crew leaders makes the weekend a great "Party in the Park" where a huge group of trail enthusiasts can make an enormous contribution in two short days.

Pre-registration is required. V-O-Cal provides all the training, tools, food, beer, entertainment, and fun. All you do is show up. Contact Patty Ciesla for more information and to sign up at projects2007@v-o-cal.org



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seems noble. All of this seems to be an expression of either their inner strength and individuality, or inner struggles and insecurities.

New technologies have had the greatest impact in segments other than cross country. Free ride is probably the closest to cross country, but the bikes have more travel, between five and seven inches, and a more relaxed fit with the handlebars roughly the same height as the saddle. Shorter travel and wheelbase, more versatile "all mountain" versions of these full suspension bikes are commonly called trail bikes, weigh around 30 pounds and are the fastest growing segment of mountain biking. Free riders wear baggy shorts and shirts, earth tones and eschew reflectivity. A common misconception is that free riders feel free to ride wherever they want. Freeriding is more about feeling free to ride however you want and to just have fun. These riders want trails with a challenge and technical features. Common features include very rocky and rooty sections of trail, jumps, berms (a banked turn) and skinnies (a narrow log or plank requiring balance to stay on, sometimes used as a bridge over a drainage). These features make the trail challenging to ride on. They also make the trail challenging to walk on.

Hikers and I reckon equestrians want trails that are smooth, yet the fastest growing segments of the mountain biking market want trails that are bumpy. We need to advocate for the kind of trail that is not designed to please hikers. Perhaps hikers should be allowed, but they should be warned that the trail is for mountain bikers. Since the trail is not meant to be for hikers and equestrians, the risk of

injuring other user groups is greatly reduced. As a result, posted speed limits could be made higher.

All mountain and freeride cyclists to a greater or lesser extent are adrenaline junkies, but I reckon the downhillers take it to the extreme. Downhillers may wear nylon pants with pads underneath, flak jackets, and full face helmets often resembling science fiction storm troopers. Their full suspension bikes have at least six inches of travel, and the saddle is lower

than the handlebars. These bikes can weigh upwards of fifty pounds and are basically motor cycles without motors. They are generally not used for riding uphill, as the name conotates. These gravity oriented bikes are mostly seen at ski resorts where lifts shuttle riders to the top of the hill, and sometimes in jump parks. Typical downhill terrain involves huge jumps, drops and rocky chutes and wooden ladders. Downhillers like extremely rutted fire roads unsuitable for all but the most ruggedized jeeps. We want unimproved primitive trails where we can go fast, conquer their fears, and challenge themselves. If there is a legal place in the Bay Area to ride, I am not sure where it is, although there are a few unofficial places like Carlmont and Boy Scouts.

I don't have a jump bike but I did spend Earth Day last year at Gearhead Cycles in Pacifica. They

brought in a couple of truckloads of dirt, a bunch of bands, and the kids. They were mostly in their teens but there were also guys out there in their forties hitting the jumps. The jumps varied in size up to a reasonable 6 to 8 feet high, and the cyclists did a variety

of 360s, no hands or no feet feats of aerial bicycle acrobatics. Most of these bikes had a front suspension fork, nine gears and a very low seat. The riders wear cotton t-shirts and jeans, typically with their boxers and sometimes more hanging out. If they wear helmets, they are typically of the bucket variety.

These guys are cool, proletarian or possibly anarchist folk in a pretentious sort of way, who think little or nothing spending a few seconds in the air ten feet or more off the ground. The popularity of this kind



of riding has resulted in town meetings to consider the formation of a bike park dedicated primarily to jumping. Hopefully, Calabazas in San Jose will re-open someday, and Mountain View will join the few municipalities that feel bike parks are a legitimate place for youth and the young at heart to get outside and recreate. These parks create a space for this type of riding and make more distant sites in preserves designed to protect and restore natural resources less attractive. In order to protect open space, areas for dirt jumping and downhillling need to be designated and built. These areas need to be geographically diverse enough so that you can ride your bike from home to get there.

In the rainy season or at night when trails are closed, some riders take their mountain bikes to the urban jungle. Architectural features - stairs, planters, benches and curbs - provide opportunities for mountain bikers of the free ride and jumping ilk to practice more technical moves such as balancing on skinnies, bunny hopping and doing drops. These urban settings are especially popular with trials riders. Trials bikes often have no saddle and a strangely awkward ride, but are great for trick riding including wheelies,

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Monthly Rides

Sundays

10:00 AM First Sunday Social Ride at Saratoga Gap (3:00) B/EASY/11/1500 Meet at 10am at the parking lot at route 9 and highway 35, south of Saratoga. This is a social ride so there are plenty of breaks, and we wait for everyone. Bring a helmet, water and some power bars. After the ride we will go for lunch in Saratoga. Contact Information: Dave Tripier (408) 255-3464 tripier@aol.com

10:00 AM 2nd Sunday Ride at Soquel Demo Forest (4:00) C/INT/12-18/2500-3000 Meet at 9:30am at the entrance to SDF on Highland Way. From hwy 17, take the Summit Rd exit and head SE. Go 5 1/2 miles to the first stop sign, turn right and then bear left onto Highland Way. Go another 4 miles to the entrance. More info on SDF at mtb.live.com/rides/SoquelDemo.html. Rides will vary covering singletrack such as Ridge, Braille, Tractor, or Sawpit; Double loop option if you didn't have enough fun the first time down. Contact Information: Josh Moore, (408) 420-7342 mtbikes@gmail.com

10:00 AM 3rd Sunday Ride (3:00) C-D/DIFF/15/3000 -- C-D/16-18/3000-4000 Check with David whether the ride location is from Skeggs Point—El Corte de Madera OSP or Soquel Demonstration Forest. Contact Information: Dave Tripier (408) 255-3464 tripier@aol.com

10:00 AM Fourth Sunday BARF Ride C/INT/25+/5000+ In the tradition of the Bay Area Riding Fanatics (BARF), the goal of this ride is to do 5000 feet of climbing. Ride starts at 10:00. Be prepared for a long ride in remote areas. You and your bike must be in good condition. Bring lots of food, water, spare parts, map, clothing, first aid and emergency light and blanket. This will not be a fast ride, but it will be a long and enjoyable one. January through May meet at Hunting Hollow, Henry Coe State Park, Gilroy. June through October meet at the corner of Stevens Canyon Rd and Redwood Gulch. No ride in November and December. Contact Information: Josh Moore, (408) 420-7342 mtbikes@gmail.com

3rd Tuesdays

04:30 PM Alpine Road (3:00) This year round ride has a couple options on where to meet up. First chance meets the #262southbound@ 4:33 pm, + #169 northbound also @4:33 at the California Ave. caltrain station. RSVP a must if you plan on attending this ride, as the meeting places will vary depending on weather. From here we pedal through Stanford's "Professorville" on lightly traveled streets, over Old Page Mill rd, through Arastradero Preserve to The Portola Valley ranch. The 2nd chance to meet up occurs here @ 5:45, corner of Alpine rd. -Willowbrook in Portola Valley, please park on Willowbrook. The ride then meanders up Alpine rd, following El Corte De Madera creek, all the way to Page Mill rd x Skyline. This 3 hour ride requires the use of lights in the fall- winter months, loaner sets are

available, and rear flashing lights are highly recommended. Please contact Jim beforehand for any equipment questions. This complete ride is for intermediate level riders, however, many of our participants show up and ride a portion of the distance just to stretch the legs after work. The main concept of this ride is FUN, any hammeheads are summarily ditched and left to prove something somewhere else. Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

Saturdays

10:00AM First Saturday St. Josephs & Lunch C/EASY/10/1200 a nice brisk morning ride up Josephs Hill to get some air in your lungs ... followed by lunch and socializing in Los Gatos. We'll be leaving from Summit Bicycles on Main St. Los Gatos at 10:00AM ... send me an e-mail or call me to RSVP to Steve, (650) 224-0679 zenwindsurfer@yahoo.com

2:30PM Second Saturday Social (2:00) B/EASY/7/900 This friendly, introductory ride covers most major trails in the preserve, including some moderate hills, jumps, tight switchbacks and single track. More skilled riders are encouraged to join us, socialize and provide support. Directions and Map. Take Oregon Expressway / Page Mill Rd south past hwy 280. Turn right on Arastradero, and right into the parking lot. Bring your helmet, a snack and water. Rain cancels. Location: Arastradero Open Space Preserve Parking lot near gate A Arastradero Rd. Palo Alto CA Contact Information: John Harlander, jharlander88@yahoo.com.

10:30 AM 3rd Saturday Social and Scenery Ride B/EASY/10/800-1000 Enjoy a ride for experienced beginners and intermediates who want to go slower. Meet at 10:30am to ride, socialize, enjoy the scenery, and work on your biking skills at a slow to moderate pace with frequent breaks for 2.0 hours or more depending on group wishes. Rides will choose from the Russian Ridge, Coal Creek, Monte Bello, and Skyline preserves, including moderate steeps, single tracks, and fire roads. Explore and learn new trails in a supportive group or share your favorites in these preserves. Bring your helmet, water, sunscreen and possibly a snack. Rain cancels. Meet in the vista point parking area on Skyline Blvd/ Highway 35 located 1.1 miles north of its intersection with Page Mill Road (i.e., right turn from Page Mill onto Skyline for 1.1 miles) and directly across from the Mid-Peninsula Open Space Russian Ridge Preserve. Contact: Rodney Johnson (650) 326-7665 or rodney@stanford.edu Directions: Take I 280 to Page Mill Rd south (in Palo Alto) going up into the hills, continue on Page Mill Rd 25+ minutes until stop sign at intersection with Skyline Blvd/ Highway 35, turn right, continue 1.1 miles and park on the right in the vista point parking.

12:00 PM 4th Sat Basic Fixit Class (1:00) The fixit clinic is for current romp members only, membership forms available at clinic for easy sign

Calendar

up. BRSVP is a must due to max class size limit. This hands on fixit class will go over the basic needs for preventative maintenance and trails repair of your mt bike. Fix a flat, adjust your derrailleurs, straighten a wheel, and anything else bike related that will get you back on the trail. Location: Arastradero OSP Parking lot Arastradero Rd Palo Alto. Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

01:00 PM 4th Saturday Beginner's Clinic (3:00) We'll cover the basics of mountain biking while riding a combination of fireroads and singletrack. Be sure to bring a helmet, water, and something to eat. Please RSVP to Jim at 650-493-8774 or ssulljm@juno.com. RSVP is a must, as the meeting spot at the Preserve can vary with class focus. Location: Arastradero Preserve Arastradero Road Palo Alto CA Contact Information: Jim Sullivan 650-493-8774 ssulljm@juno.com

Trail Work

Henry Coe State Park

Each 2nd Saturday of each month Nov. 11 through June 9 2007, there will be a volunteer trail day at Henry Coe State Park. Typically we meet at Hunting Hollow (4/14 meet at Bell Station). If you need more instructions ask. Those who RSVP will receive vital details and important updates. Weather and conditions play a major role. Really extreme bad weather may cancel trail days. Park staff can also order a cancellation. The duration of these days is open ended. It depends on participant enthusiasm and potential post work rides and contingencies. Typically we are back to meet area by 4pm. Carpooling is encouraged. More details are to be found at the event web link on right. Location: Hunting Hollow Entrance (except 12/9, meet at Bell Station) Henry Coe State Park Morgan Hill / Gilroy CA Contact Information: Paul Nam 408 446-3745 vocinam@yahoo.com.

Harvey Bear Weekend 5/5 - 5/6

Volunteers for Outdoor California will be organizing over 100 volunteers to build singletrack trails in Coyote Lake / Harvey Bear County Park, outside of Gilroy. See v-o-cal.org for more information

trailworkers.com

Swap Meet

Sunday, April 29th stop by Cupertino bikes to buy and sell at ROMP's biggest fundraiser. We could use your help! See page 11 for details.

ROMP Coe Epic May 12-13

Join Responsible Organized Mountain Pedalers
For a weekend of primitive camping and riding in the back country of Henry Coe State Park!

Who?

Free for current ROMP members

No Pets or dogs, sorry!
 Use the back of this flyer to join today!

What?

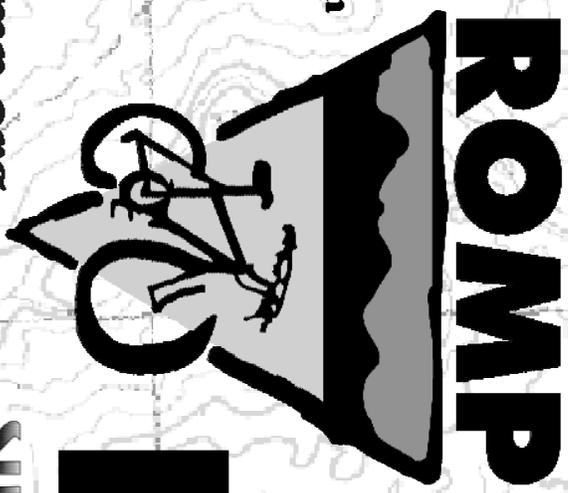
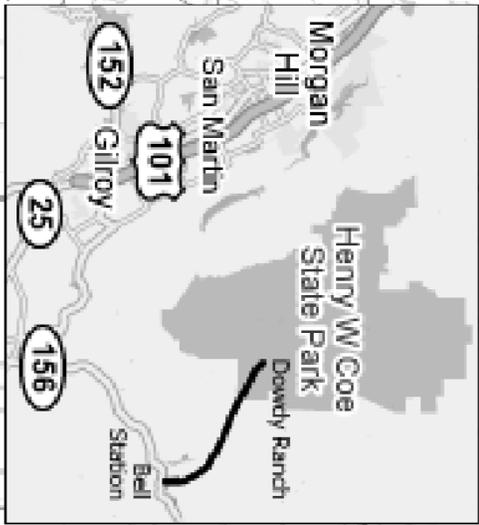
Re-live the '02 IMBA Coe Epic with

sag and food / water rest stops

Primitive Camping, Pit toilets, Water, Dinner provided
 Saturday night only - Bring food and camping equipment.

Where?

Dowdy Ranch



romp.org

Saturday 5/12

- 9am - 5pm Gates open for check in
- 10am Trail work, if you want to
- 11am Ride
- 2pm Another ride
- 4pm Sag sweep
- 6pm Barbecue & Silent Auction with items from Fox and Specialized!

Sunday 5/13

- 7am - 9am Gates open for check in
- 8am - 10am Small groups start the Coe Epic
- 10am - 2pm Rest stop courtesy of Sunshine Bike Shop
- 2pm - 4pm Sag sweep

To reserve your spot:

Fill out this form and mail to the address on the back, or go to romp.org.

Name: _____

Arrival Date: Saturday Sunday

Meal Choice: Veggie Chicken None

I want to help out with . . .

Gate Rides Sag Trailwork Clean up

If you are not a member:

or your membership will expire before 5/14, please fill out the form on the back and send in a check for \$20 or more.

Drive in from Bell Station off highway 152, or ride in . . .

May 12-13, 2007

Why?
Have fun with a hundred of your closest friends! Reserve your spot now!

31 4pm

ROMP Membership Application, Renewal, Change of Address, and Donation Form

ROMP is a group of local, energetic mountain bikers who have discovered the need for an active representation for the mountain biking public, and for an organized, responsible attitude in the practices of off-road bicyclists. ROMP needs YOUR support.

Name		
Family Members		
Address		
		Phone
City		email
State	Zip	Membership Type :
		<input type="checkbox"/> Individual (\$20.00) <input type="checkbox"/> Single Speed (\$50.00) <input type="checkbox"/> Family (\$25.00) <input type="checkbox"/> Hardtail (\$100.00)
Send Newsletter:		
<input type="checkbox"/> Via US postal service		<input type="checkbox"/> New <input type="checkbox"/> Renewal <input type="checkbox"/> Change of Address
<input type="checkbox"/> Just send me an email		<input type="checkbox"/> Donation \$ <input type="checkbox"/> Lifetime Membership (\$1,000.00)

READ AND SIGN WAIVER BELOW (Required each year to process membership)

RESPONSIBLE ORGANIZED MOUNTAIN PEDALERS ("ROMP") RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AND PARENTAL CONSENT AGREEMENT ("AGREEMENT") IN CONSIDERATION of being permitted to participate in any way in Responsible Organized Mountain Pedalers ("Club") sponsored Bicycling Activities ("Activity"), I, for myself, my personal representatives, assigns, heirs, and next of kin:

1. ACKNOWLEDGE, agree, and represent that I understand the nature of Bicycling Activities and that I am qualified, in good health, and in proper physical condition to participate in such Activity. I further acknowledge that the Activity will be conducted over public roads and facilities open to the public during the Activity and upon which the hazards of traveling are to be expected. I further agree and warrant that if at any time I believe conditions to be unsafe, I will immediately discontinue further participation in the Activity.

2. FULLY UNDERSTAND that:(a)BICYCLING ACTIVITIES INVOLVE RISKS AND DANGERS OF SERIOUS BODILY INJURY, INCLUDING PERMANENT DISABILITY, PARALYSIS, AND DEATH ("RISKS"); (b) these Risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the Activity, the condition in which the Activity takes place, or THE NEGLIGENCE OF THE "RELEASEES" NAMED BELOW; (c)there may be OTHER RISKS AND SOCIAL AND ECONOMIC LOSSES either not known to me or not readily foreseeable at this time; and I FULLY ACCEPT AND ASSUME ALL SUCH RISKS AND ALL RESPONSIBILITY FOR LOSSES, COSTS, AND DAMAGES I incur as a result of my participation or that of the minor in the Activity.

3. HEREBY RELEASE, DISCHARGE, AND COVENANT NOT TO SUE the Club, the LAB, their respective administrators, directors, agents, officers, members, volunteers, and employees, other participants, any sponsors, advertisers, and if applicable, owners and lessors of premises on which the Activity takes place, (each considered one of the "RELEASEES" herein) FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON MY ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS; AND I FURTHER AGREE that if, despite this RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY AGREEMENT I, or anyone on my behalf, makes a claim against any of the RELEASEES, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE Releasees from any litigation expenses, attorney fees, loss, liability, damage, or cost which any may incur as the result of such claim.

I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT AND HAVE SIGNED IT FREELY AND WITHOUT ANY INDUCEMENT OR ASSURANCE OF ANY NATURE AND INTEND IT TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW AND AGREE THAT IF ANY PORTION OF THIS AGREEMENT IS HELD TO BE INVALID THE BALANCE, NOTWITHSTANDING, SHALL CONTINUE IN FULL FORCE AND EFFECT.

X_____X_____ Date:_____

(Release Signature of Applicant) (Release Signature(s) Of Additional Family Members 18 and Over)

FOR MINORS ONLY COMPLETE THE FOLLOWING:

AND I, THE MINOR'S PARENT AND/OR LEGAL GUARDIAN, UNDERSTAND THE NATURE OF BICYCLING ACTIVITIES AND THE MINOR'S EXPERIENCE AND CAPABILITIES AND BELIEVE THE MINOR TO BE QUALIFIED, IN GOOD HEALTH, AND IN PROPER PHYSICAL CONDITION TO PARTICIPATE IN SUCH ACTIVITY. I HEREBY RELEASE, DISCHARGE, COVENANT NOT TO SUE, AND AGREE TO INDEMNIFY AND SAVE AND HOLD HARMLESS EACH OF THE RELEASEES FROM ALL LIABILITY, CLAIMS, DEMANDS, LOSSES, OR DAMAGES ON THE MINOR'S ACCOUNT CAUSED OR ALLEGED TO BE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE OF THE "RELEASEES" OR OTHERWISE, INCLUDING NEGLIGENT RESCUE OPERATIONS AND FURTHER AGREE THAT IF, DESPITE THIS RELEASE, I, THE MINOR, OR ANYONE ON THE MINOR'S BEHALF MAKES A CLAIM AGAINST ANY OF THE RELEASEES NAMED ABOVE, I WILL INDEMNIFY, SAVE, AND HOLD HARMLESS EACH OF THE RELEASEES FROM ANY LITIGATION EXPENSES, ATTORNEY FEES, LOSS LIABILITY, DAMAGE, OR COST ANY MAY INCUR AS THE RESULT OF ANY SUCH CLAIM.

(Print Name Of Parent/Guardian) (Print Address and Phone Number If Different from Above)

X_____ Date:_____

(Release Signature of Parent/Guardian) (Please print names and ages of minors)

Questions? For new member information, call Linda Wegner (408) 257-8284

Send this form with check payable to:

ROMP – Attention: Membership, PO Box 1723, Campbell CA 95009-1723

Help Wanted

Educational Programs Coordinator

Local cycling non-profit seeks enthusiastic, organized individual to build and develop educational programs. Programs to be developed may include skills clinics, cycle/equestrian events and trail information stations. Benefits include giving back to the community. For more information contact president@romp.org.



Santa Clara County Open Space Authority (OSA) Liason

The OSA is a relatively new and fast growing land manager in the South Bay. The coordinator will work closely with the OSA advising and informing ROMP and the OSA on mountain bike related issues. Responsibilities include attending OSA meetings, and writing reports. Benefits include insider knowledge and influence with a local land manager. Please send your letter of interest to mtbikes@gmail.com.

Web Content Editor / Web Master

Bay Area 501.c(3) seeks a web content editor for a high visibility, high traffic web site. Responsibilities include

posting news and announcements to the web site, helping others to post, and keeping abreast of issues. Commensuration equivalent to heartfelt thanks. Knowledge of HTML is a plus. Send your letter of interest to president@romp.org.

Social Programs Coordinator

Local mountain bike club seeks energetic party girl or boy to organize social events such as picnics, parties, nights out, weekend trips and such. No experience required, just a desire to party! Please contact mtbikes@gmail.com for more information.

Sponsor Coordinator

Do you like getting a good deal? Enjoy hanging out at bike shops? Dynamic local organization seeks individual to work with bike shops to make sure our customers get the best deals around, and that shops know about local mountain bike issues. Great Perks! Contact president@romp.org.

Marketing Coordinator

Bay Area Cycling Organization seeks motivated, experienced marketer to develop our brand and customer base. Candidate will work closely with directors and other key players. Huge earnings potential. Contact mtbikes@gmail.com.

Newsletter Layout & Design

Local cycling non-profit seeks creative volunteer to layout an 8,12, or 16 page black and white mountain bike advocacy newsletter 5-6 times a year. We hope to find someone who would do it for at least a year. We currently use Microsoft Publisher, but we would be amenable to changing design tools, as well as the look of the publication, but not our logo. For more information contact president@romp.org.

ROMP Email List

On the ROMP email list, you will find something to make you happy, make you sad, make you roll your eyes, make you sit on the edge of your seat. Come on, check it out!

What you missed recently:

- ◇ GPS: Pros & Cons and downloads
- ◇ Coe Epic: Volunteer calls and info
- ◇ Turning Wheel for Kids: Volunteer calls, recap and photos of ROMP pitching in over the holidays to build 1000 bikes for locals kids to ride.
- ◇ GARY FISHER at the ROMP Christmas Party:
- ◇ ROMP present and future
- ◇ Be all we can be or stay the course?
- ◇ Star Thistle vs Exxon Valdez
- ◇ Impromptu ROMP rides: Fort Ord, Coe, Blue Ridge
- ◇ Wilderness Act of 1964: How bikes ended up excluded from wilderness and what needs to be changed.



How to access the list:

It is possible to either 1) receive individual emails, 2) receive a single daily digest or 3) view the archive online. Visit romp.org and look for the email list signup on the left of the page. To view without subscribing, click on 'email list', then scroll down to the archive section, and click on 'read the archives' (<http://lists.live555.com/pipermail/romp/>).

No membership required. Lurkers welcome.

Annual ROMP Swap Meet

By Linda Kahn

Please join hundreds of Bay Area cyclists shopping for bike part bargains at our annual 2007 bike swap meet: ROMP's biggest fund-raiser of the year. This is also one of the best and largest bicycle swap meets of its kind in the San Jose area. Sunday, April 29th, over 50 vendors will be selling everything bike-related in the rear parking lot of our sponsor shop; Cupertino Bike Shop, located at 10493 S. DeAnza Blvd, in Cupertino, CA.

We also are in need of volunteers for 2-3 hour shifts. Please contact Linda Kahn at lkahn@frk.com with



hours you are available. All volunteers get free admission to the swap, free food and beverages, and action in the midst of thousands of bike parts—a cyclists dream!



The swap starts at 10:00 with a \$2.00 admission—and the line gets plenty long before the gates open. Free parking at the front of the strip mall (please keep street parking for the residents). All space proceeds go

to ROMP's continued efforts with keeping off-road cycling trails open here in the South Bay. Swap ends around 4:00 pm or when booths empty of parts. Food and beverages are available nearby plus ATM's.

For more information on the swap: Cupertino Bike Shop 408 255-2217, cupertinobikeshop.com or sprocket@cupertinobikeshop.com to make reservations.

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bunny hops and side hops. Rather than on the trail, these bikes are better suited for boulders, logs and playgrounds.

Currently the majority of riders are casual or cross country riders. Demand for relatively flat contour line trails and huge fifty plus mile contiguous trail networks of multiuse trails will probably continue to be foremost on the agenda of mountain bike advocates. As trail bikes and freeride bikes become more popular, the demand for more challenging trails with technical trail features will increase. Racing will continue to be popular. Mountain bikers need places where they can ride fast on primitive trails, and these uses may not be suitable for multiuse. We do not want to scare hikers or startle horses. We don't necessarily want to hike on the bumpy rutted trails that we

enjoy riding our trail bikes on.

Jump parks and areas where it makes sense to get out the downhill bike are still expensive privately owned areas such as ski resorts, or marginal unofficial areas of semi-public lands where land owners have turned a blind eye to "digging" – bikers building jumps and berms. In areas that are better managed, building stunts along the side of trails is seen as a nuisance and an eyesore by land managers. I believe this will continue to be a problem until land managers make some decisions to permit these activities in specific, geographically diverse areas such as bike parks. These areas do not necessarily have to be on lands managed by organizations whose primary purpose is to preserve and protect the environment. There are places all over the peninsula managed by organizations whose mission is to

provide recreational opportunities. Hopefully this article has described the diverse needs of the mountain biking community.

It is my hope that all land managers in the bay area, including city parks, county parks and special districts, communicate with each other to designate areas that will fit the needs of all segments of the mountain bike community.

IMBA Rules of the Trail

ROMP, an IMBA-affiliated organization, supports and practices the IMBA Rules of the Trail. Following these rules is not only key to responsible riding, but essential to keep trails open to cycling.

1. Ride on open trails only.
2. Leave no trace.
3. Control your bicycle.
4. Always yield trail.
5. Never spook animals.
6. Plan ahead.



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Want your business here? Help us out with donations in kind or become a sponsor: www.romp.org/club/sponsorform.doc